

The Lincoln Highway, Volume 2, Nebraska

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are not so representative of midwestern women at large. The book is inclusive. Represented here are Confederate sympathizers, lawyers, schoolteachers, temperance advocates, pioneers, boardinghouse operators, unmarried women, women with no children, and women with twelve children, not to mention a nun who was canonized (St. Phillipine Duchesne). The theme of the book is that even through experiences of enormous difficulty, hope lingers, and even a *joie de vivre* prevails. The editors have intentionally selected writings that are appropriate for oral interpretation and stage portrayals; that goal has produced short selections that are easy to read and uncomplicated.

The Lincoln Highway, Volume 2, Nebraska, by Gregory M. Franzwa. Tucson: Patrice Press, 1996. xii, 196 pp. Illustrations, maps, index. \$34.50 cloth.

REVIEWED BY LEO E. LANDIS, HENRY FORD MUSEUM & GREENFIELD VILLAGE

Nebraska, the second in Gregory Franzwa's series of state-by-state volumes on the Lincoln Highway, blends accounts of past travels on the highway with a contemporary description of the road. Readers may use U.S. Geological Survey maps to travel the road, and are challenged to reflect on the preservation of the nation's first coast-to-coast highway. Those looking for landmarks will find notable features, such as the remains of the "Shady Bend" service station and tourist cabins near Grand Island. The narrative also provides specific directions to reach such destinations.

Franzwa uses private and public collections to depict the look and the lay of the Lincoln Highway as it was and is in Nebraska. The narrative emphasizes anecdotes over analysis, making it accessible to any audience. Occasionally Franzwa comments on road building issues, such as "pay as you go" construction, but the text is primarily devoted to exploring the road as it exists today. The historic accounts remind readers that most travel was on brick, gravel, or mud instead of asphalt or concrete, and Lincoln Highway users may experience all of these road surfaces.

The Lincoln Highway series shows promise as a model for other American historic highway travel guides. Franzwa has a formula, and is sticking to it. Those interested in local history can use his work to examine the importance of highways in a community, along with the relationship between highway development and society and the environment. Others can enjoy the work as a guide to one of America's most important highways.

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